P21161/A/L0017-22

31st January, 2022

Project Director (Karachi Mobility Project)
Sindh Mass Transit Authority,
Transport & Mass Transit Department, Government of Sindh
House # D-43; Block 2; Scheme No. 5; Kehkashan, Clifton, Karachi, Pakistan

Project: Consulting Services for Preparation of Detailed Design, Procurement Support and Construction Supervision for Karachi Mobility Project (Yellow BRT)

Subject: Coordination Meeting with SEPA dated 14-12-2021 – Minutes of Meeting

Dear Sirs,

With reference to the coordination meeting held between Sindh Mass Transit Department "SMTA", Sindh Environmental Protection Agency "SEPA" and the JV on 14/12/2021, we are pleased to include herewith, for your kind record, a copy of the final Minutes of Meeting "MOM".

Yours faithfully
For the JV of Dar Al-Handasah (Shair & Partners) and Nespak Pvt Ltd.

Rabah Ait-Ali,
Authorized Representative

Copy to:

- Managing Director, SMTA, GoS, Karachi
- Director Infrastructure, SMTA, GoS, Karachi

SHEQ Specialist + Infra team

Minutes of meeting

Karachi Mobility Project

Subject: **Yellow Bus Rapid Transit:** Coordination meeting with Sindh Environmental Protection Agency (SEPA)

Location: Office of Sindh Environmental Protection Agency (SEPA), Karachi **Date:** **14/12/2021**

Present: Mr. Imran Bhatti – SMTA

Mr. Jalal Jafri – SMTA

Mr. Muhammad Imran Sabir - SEPA

Mr. Mohamed Abd Elaziz – DAR and NESPAK JV

Mr. Rehan Zamin – DAR and NESPAK JV

Mr. Syed Ali Sher Shah – DAR and NESPAK JV

Mr. Hammad Qamar – DAR and NESPAK JV

Mr. Muhammad Sajjad – DAR and NESPAK JV

Copies to: Mr. Imran Bhatti – SMTA

Mr. Muhammad Yousuf Munir – SMTA

Mr. Ali Abbany – DAR and NESPAK JV

Mr. Bahjat Ghandour - DAR and NESPAK JV

Project Director, KMP (Yellow BRT), SMTA, GoS, Karachi
Director Infrastructure and Planning, SMTA, GoS, Karachi

Ref.	Items discussed	For action by
1.	The meeting was held among **Sindh Mass Transit Authority – SMTA (Client), Sindh Environmental Protection Agency (SEPA) and the Consultants Dar Al-Handasah and NESPAK (JV) of the Yellow BRT Line Project,** as starting of stakeholder's consultation meetings and to be on same page for the requirements of SEPA for EIA of the project.	Info.
2.	The JV Consultants' team gave a brief introduction of the project along with route alignment of Yellow BRT Corridor, its Feeder lines and its construction packages (six).	Info.
3.	SEPA mentioned that the stakeholder consultation will be sufficient and concerns of all stakeholders shall be recorded. The consultant and proponent of the project must address their concerns. SEPA also advised that Korangi Association of Trade & Industry (KATI) and Landhi Association of Trade & Industry (LATI) must be consulted along with other stakeholders.	Info
4.	SEPA stated during the design, implementation and operation of the project, local conditions must be kept in mind.	Info.

Minutes of meeting

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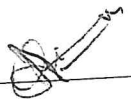
	They informed that the project will be serving Korangi and Landhi Industrial Estates, where Korangi Industrial Estate is the second largest industrial estate of Karachi, around five hundred thousand (500,000) workers/people visit this area on daily basis from different areas of Karachi. SEPA also informed that they have started a green Korangi program with the help of industries, the Korangi Area and other technical issues for necessary consideration in the design works.	
5.	SEPA stated that an EIA of the complete project should be submitted and approved before the start of construction activities.	Info.
6.	The JV Consultants' team asked about the time required for review of EIA Report and issuance of NOC to ensure no impact on the expected construction schedule of Package 4. SEPA officials clarified that as per the court directives they have to complete the review process within sixty (60) days but usually SEPA completes this process within forty to forty-five days. This review period can be further reduced up-to 30 days.	Info.
7.	SEPA team assured their support for the BRT Projects and clarified that the BRT YL shall be designed keeping in view the local requirements and conditions. The BRT YL shall be a sustainable project.	Info.

Prepared by: Syed Ali Sher Shah

Signature: 

Issue date: December 30, 2021

Minutes of meeting

Ref.	Items discussed	For action by
2.	The workshop started with the introduction of participants and it was led by Mr. Lincoln Flor as the Team Leader from the World Bank side on the Yellow BRT project.	Info.
3.	SMTA Social Development Specialist presented the project studies related to the social sector and highlighted different social issues of the project and identified some gaps of previous studies and seek the guidance of WB specialists to fulfill the gaps.	Info.
4.	The WB Mission clarified the implementation of World Bank (WB) Operational Policies and regulations related to the Environment and Social Safeguards.	Info
5.	SMTA team clarified to the Consultants that the CLRP report should be updated based on detailed design and the current conditions of the project corridor. WB officials added that CLRP is a live document and only one CLRP report should be submitted for all packages, with separate table for each package, and to be updated at the time when design of the related package is ready. However, submission of the CLRP report for Package 4 (Jam Sadiq Bridge) should be earlier than the other packages. It was agreed between SMTA and the WB that different cut of dates can be considered for different packages pertaining to the CLRP and confirmed before start of the construction by SMTA team[1]. Reference of World Bank policies The WB team mentioned that the construction budget should include a provision amount to the CLRP during construction.	Info. /SMTA
6.	The WB mentioned that verification of PAPs, consultation with PAPs, and their monthly income for compensation should be made by the consultants' team. It was also added that squatters should also be compensated as part of the project. The WB officials highlighted to SMTA team that all compensation should be completed before the construction started on site, and consideration for in-kind compensation could be taken (such as: land for land). In addition, assisting during the relocation of the locals to be considered, such as the relocation of the existing nursery lands at Jam Sadiq area.	Info.
7.	The WB officials mentioned that the Social Impact Assessment should suggest opportunities to improve the livelihood For example: create flower market for the affected nurseries.	

[1] The World Bank (2004), *Involuntary Resettlement Sourcebook Planning and Implementation in Development Projects*, Washington.

Minutes of meeting

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8.	The WB team mentioned that the implementation of Grievance Redressal Mechanism (GRM) must be ensured specially for the social and gender related issues.	Info.
9.	The WB officials advised SMTA team to coordinate with other WB funded project officials in Karachi (SWEEP, CLICK, KNIP and KWSSIP) for experience sharing regarding implementation of WB regulations and project implementation mechanism.	SMTA
10.	The WB officials advised SMTA to ensure close coordination with other projects within the project area should be conducted to ensure that all old cases have been closed.	SMTA
11.	The WB officials mentioned that the Contract document for each package must include the instructions to contractors for preparation of: 1. Labour Management Plan, 2. GRM for labour, 3. Contractor's Environmental and Social Management Plan (C-ESMP), 4. Not Black-listed due to noncompliance of Environmental and Social related rules and regulations, 5. Code of conduct, 6. Child labour issues, 7. Concise and precise monthly progress report and etc.	SMTA / JV
12.	The WB officials mentioned that any accident, gender-based violence, and any mishaps during the construction activities of different packages shall be reported to WB within 24 hours.	Info.
13.	The WB officials asked that Safety Officer should be included as part of the Contractors' team as well as the supervision team.	SMTA / JV
14.	The WB official highlighted that the operator should ensure that 20% of the operation staff are women.	Info. / SMTA
15.	The WB official highlighted that the contractor should ensure a sufficient % of women is part of their staff. This should be included in the Bidding Documents for consideration by the bidders.	Info. / JV
16.	The WB officials highlighted that a proper coordination between the EIA and the Design Teams to ensure that the EIA covers all the project related scope.	Info. / JV

Minutes of meeting

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17.	The WB officials highlighted that priority for special groups (women, children, old age people, students and etc.) gender design and mobility should be considered in the design of stations and operation of YL BRT[2]. Reference of World Bank Handbook	Info. / JV
18.	The WB officials highlighted that proper "Emergency Response Plan" should be part of the contractor scope for the construction activities.	Info. / JV
19.	The WB officials highlighted that "Monitoring Impact Indicator" should be considered in the Tender Documents to ensure proper implementation of all mitigation plans during the construction.	Info. / JV
20.	The WB officials highlighted that design of the BRT System must consider the proper Emergency Response Measures during the operation of BRT YL.	Info. / SMTA / JV
21.	The WB officials highlighted that GRM/GBV/SEA related complaints must be received by SMTA through proper means of communication and SMTA shall be responsible for proper arrangements for receiving the complaints. In this regard WB mission referred the complaint center developed by SWEEP and CLICK project management units at the office of DC South, Karachi.	Info. / SMTA
22.	The WB officials highlighted that both ADB and AIIB have financed the Red Line and have a Gender Plan and advised SMTA to try to collect the same from their project.	Info. / SMTA
23.	An ESIA report of the project shall be prepared and submitted to WB and an EIA report shall be prepared and submitted to SEPA for their review and approval.	Info. / JV
24.	The WB officials highlighted that Security Assessment and Situation related to the Street Crime should be part of the SIA.	Info. / JV
25.	The JV asked SMTA team to provide a copy of the following documents as highlighted during the workshop: i) The Karachi Breeze – Branding Tool Kit– approved branding Guideline of the BRT projects in Karachi. ii) Gender Plan of the Red Line.	Info. / SMTA
26.	The JV provided the tentative timelines to submit the updated EIA, SIA and CLRP reports that is 28-02-2022.	Info.

[2] *World Bank Handbook for Gender-Inclusive Urban Planning and Design, 2020*

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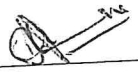
Prepared by: Syed Ali Sher Shah Signature: 

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